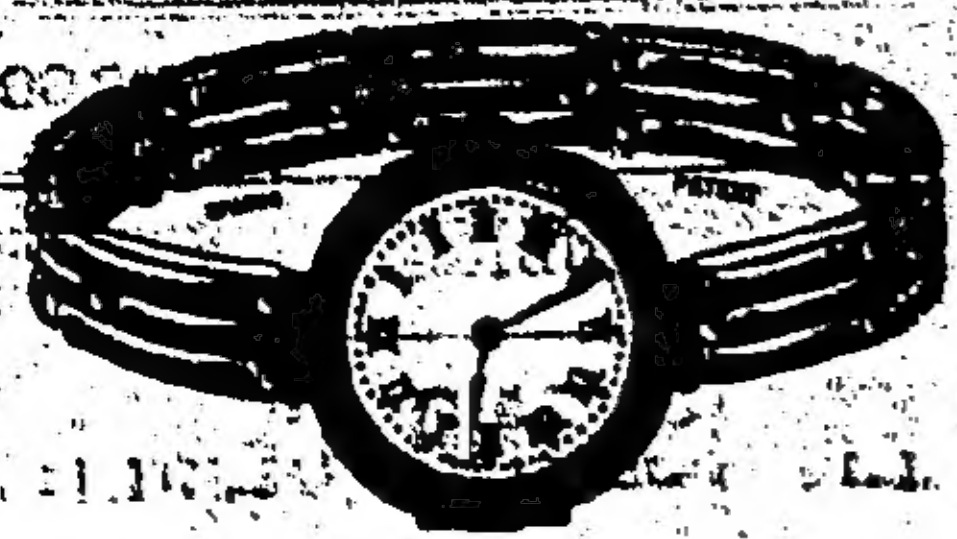


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NOTICE is hereby given that CERTIFICATE No. 272 dated Hongkong, 21st March, 1911, for 50 SHARES now held by 0000 to 0045 inclusive Registered in the Name of LAM HON KWAN has been LOST or STOLEN and should this Certificate not be produced to the General Managers before the 15th December, 1913, a NEW CERTIFICATE for the SHARES will be issued and the former Certificate No. 272 will be thereafter treated by this Company as Null and Void.

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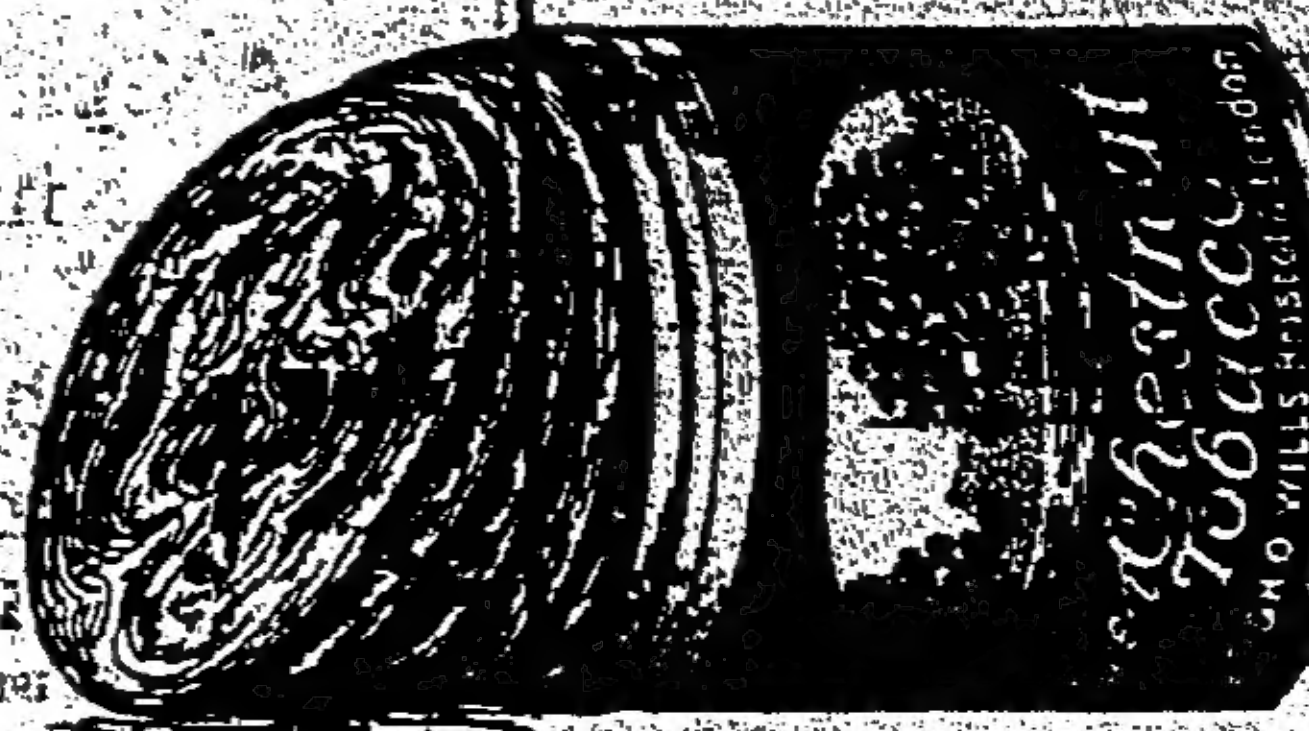
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THE CRITERION OF QUALITY.



AN OXFORD PROFESSOR ON CHINESE HISTORY.

Professor T. L. Bullock, M.A., delivered a second lecture on Chinese history at the Whitehall Art Gallery, London, on 4th inst., the period dealt with being what he termed modern China, or the period extending from the year 1368 to 1843. There was a large attendance.

The speaker dealt at some length with the Ming dynasty, with the rise of the Manchus and the reigns of their greatest monarchs, Kang Hi and Kien-Lung, the Magnificent, and in closing touched briefly on the subject of Europeans in China, on the advent of the Jesuit missionaries, and concluded with prescription of Christianity following the quarrels between the Jesuits and the Dominicans. Dealing incidentally with the decline of the Ming, the lecturer said that in China it had always been a sign and a cause of the decadence and approaching downfall of a dynasty when the palace eunuchs were allowed to interfere in politics and hold positions in the Government. Later when the Manchus came to rule China they were so strongly impressed by the decadence and danger of admitting palace eunuchs to places of power that they passed very stringent laws against them. A few years ago one tried to put in his hands the Peking and in books written about Peking references to the great power of one of the eunuchs who was a favourite of the late Empress Dowager, but his after all, was only a kind of backstairs influence. He never held a high official post, and had not the title of the power and authority that in many of his kind had in olden days under the Ming.

Speaking of the relations between the Manchus and the Chinese Professor Bullock said he never heard of bad feeling between them at Peking, but in the provinces there was a great deal of bad blood, which was partly if not chiefly due to the fact that the Manchu soldiers were not subject to the ordinary civil courts. Hence injustice was done to the Chinese, whereas at Peking the Manchus were directly under the eye of the central authorities. As an instance of the hatred of the Chinese for the Manchus in the provinces the speaker mentioned the massacre of the Manchu garrison, and also women and girls, at Szechuan during the 1911 revolution. In dealing with the campaign in which the Chinese successfully fought the Ghoriks in Tibet and in Northern India, the lecturer was apparently of opinion that it was an evidence of the brilliant fighting qualities of the Chinese. He referred to the fighting reputation that the Chinese had. At a little later period, in 1843 to 1845, they fought most gallantly against Great Britain, and the Chinese who beat them had no superiority of weapons as the British troops had. As an instance of the lengths to which rebellion can go in China, he mentioned the case of Kien-Lung's favourite minister mentioned by the speaker. When summoned to death by poison after his master's death, his confidant proposed to murder him, and he was executed by the Emperor.

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CHINA AND WESTERN EDUCATION.

Mr. P. K. G. Tye, First Secretary of the Chinese Legation, delivered a lecture on the subject of "The Western-educated Chinese Student." The Chinese Minister had been announced to preside at this, the opening meeting of the session, but he was detained by official business, and in his absence the chair was taken by Mr. Byron Brennan. The lecturer said that when the history of the Chinese revolution came to be written a considerable part would be devoted to the heroic and valour of the foreign-educated students, who had prepared the way for it. It was to the late Forties of the last century that the first students went to the United States, and among them were Dr. Yung Wing and the late Dr. Wong Fun, the latter of whom became the most successful of all foreign-educated Chinese physicians, so much so that Europeans themselves along the Chinese coast preferred his services to those of the medical men of their own nationality. During the succeeding years a number of other students and women went to America to pursue their studies, but it was not until after the China-Japanese War that the movement became large and potent. Mr. P. K. G. Tye, the student who was killed last year during an exhibition fight at Canton, learned his craft in the United States. Thus China ranked among the nations which had made a sacrifice of life in the grim strife for the conquest of the air. The stream of migration of Chinese students to Europe began much earlier than that to the United States. As far back as the Eighties of the Eighteenth Century two of them made their appearance in Paris, where they were befriended by the famous French mathematician, Lagrange. It was not, however, until a century later that the migration really began to have significance. And now the Chinese students in Europe had distinguished themselves in various branches of learning and sport. Chinese men educated abroad were at the present time only a few hundreds in number, but they were doing excellent work in their own country. In the most progressive of all the Chinese provinces, Kiangtung, they filled all the important posts, while of the fifty men who constituted the Committee appointed to revise the permanent Constitution ten belonged to the same class.

It is related that General Warren, the author of "The Thousand Years' War," was much given to boasting of his intimacy with members of the Pottage. One day he remarked that while dining lately at the Duke of Leinster's he was surprised to find that he had met a man who was a member of the Pottage. That is easily accounted for, remarked a friend listening, they had probably seen it all together.

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1.15 p.m. to 1.45 p.m.—Every 15 minutes.
1.45 p.m. to 2.15 p.m.—Every 15 minutes.
2.15 p.m. to 3.00 p.m.—Every 15 minutes.
3.00 p.m. to 8.10 p.m.—Every 15 minutes.

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12.00 p.m. to 1.00 p.m.—Every 15 minutes.
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ASSOCIATION FOOTBALL.

Some Interesting Reminiscences of the "Early Days."
Finger of the Past.

(From the London "Daily Telegraph.")
Although football of a kind has existed for centuries, the game as we know it to-day is not more than fifty years old. Indeed, of more recent growth is the division among players which has led to the formation of the rival codes of Rugby and Association as distinct pastimes. Still, even if the earliest rules laid down by the Football Association allowed several things which would startle the followers of football in this year of grace, present-day Association football may be said to have had its origin in the formation of the body which celebrates its jubilee a few weeks hence. Whence previously, and, as a matter of fact, for some time afterwards, the rules under which games were played differed with various clubs to an extent difficult to imagine, the Football Association exercised a potent influence upon the progress of the game in putting forth a definite code. Slowly the Football Association developed for a time; even in 1870—seven years after it had come into existence—the membership fell short of 40, but two seasons later came not only the first international encounter between England and Scotland, but also the institution of an annual competition for a challenge cup, and thenceforward the game grew in popularity at an amazing rate.

Early memories are primarily associated with the great Preston North End team of the "eighties," and the famous amateur eleven of that period. In mark of contrast were the methods of the two schools, and yet each had their special excellence. Which was the higher development of Association football I am not prepared to say, although the supremacy which the professionals established in connection with the Association Cup would naturally point to the superiority of that school. A memorable battle that I recall certainly did not decide the question against the amateurs. That was the Cup tie at Kennington Oval between the old Carthusians and Preston North End in 1887, when the latter won at the top of their game. On that occasion the Carthusians fairly upset the close combination of North End, and had them well beaten when a foul gave Preston a free kick and the opportunity of equalising, while in the extra half-hour the better condition of the professionals told its tale. Yet such a shaking up had the Prestonians received that a few days later in a semi-final, the they came to grief against West Bromwich Albion—at that time admittedly an inferior team to North End—whose appearance in the final round in Aston Villa securing the first of five triumphs in carrying off the Association Cup.

It should not be forgotten, too, that the England team which gained over Scotland the most decisive victory—5 to 0—over achieved by the representatives of the southern kingdom in the long series of matches between the two countries included several amateurs. Another great side—that of 1887—lost to Scotland through the wonderful keeping of Macaulay, who, always a grand player, gave on that afternoon an exhibition which has never been equalled, but it was a splendid combination, with Roberts in goal, the brothers Walters at back, Forrest, N. C. Bailey, and Howarth at half, and W. N. Cobbold, E. C. Cambridge, Timley, Fred. Dowdall, and Joe Lethbridge forward.

Amateurs were also much in evidence in the England team which defeated Scotland by five to two at Richmond 20 years ago, the home team including G. H. Cotterill and L. H. Gay—both Old Brightonians—B. C. Gossling, an Old Etonian; and A. H. Harrison, an Old Westminster. It is only fair, however, to mention that the professional element on that occasion was of exceptionally fine quality. W. I. Beeston, Edgar Chadwick, and Fred Spikes being among the forwards, Reynolds, Holt, and Kinsey forming the half-back line, and Holmes, of Preston North End, being Harrison's partner at back.

The name of Beeston will always be associated with the greatest surprise ever known in connection with the final tie. It was the last instance of that contest being decided at Kennington Oval, and according to general belief the only question to be settled was the number of goals by which Aston Villa would win. Such glorious football did Beeston play—his runs down the right wing will never be forgotten by those who witnessed the match—that the certainty was upon West Bromwich Albion paying victorious by three goals to none. Another most unexpected result was the win of Wolverhampton Wanderers over Everton at Fallowfield, Manchester, in the following year, but on that occasion the spectators, prone as they are to the ground and crowded up to the touch-line, considerably handicapped the wing men on both sides.

Prior to that match the only instance of the final tie being decided out of London occurred in 1886, when Blackburn Rovers and West Ham United, having drawn at Kennington Oval, played at Derby. The Albion, it is recalled, had much the best of the game as the two sides were evenly matched, and the match ended in a draw.

While there will be general agreement that the football exhibited in Final Ties of recent years has been nothing like so good as the play which these games generally produced in the "eighties" and early "nineties," the question as to whether the individual players of to-day are the equals of the previous generation is one upon which great diversity of opinion is sure to exist. Possibly from the enormous increase in number or from a general levelling-up in skill, but from some cause or another, the leading players, even with the enormous advertisement they are always receiving, do not stand out on anything like the commanding style of their predecessors. It would be difficult to make those who saw Macaulay of Dumbarton believe that his equal as a goalkeeper exists, or to compel others to admit there has ever been another such pair of backs as the brothers A. M. and P. M. Walters, or such individual backs as Watkin Arnold, of Queen's Park, and Holmes, of Preston North End. Certainly we have no half-back line to compare with Reynolds, Holt, and Needham, not to mention two great halves of an earlier date—Forrest, of Blackburn Rovers, and Howarth, of Accrington. How do the forwards of to-day compare individually with such giants of the past as W. N. Cobbold, W. I. Beeston, Timley Lindley, John Goodall, and the most famous of all centre forwards, G. C. Smith? The answer everybody will settle for himself, but the clever in the player of to-day can justly point to two great international games, careers in the ordinary course of things must now be drawing to a close—Stephen Bloomer and William Meredith, and to Robert Crompton, Jesse Pennington, Hardy, and Hampton, of Aston Villa; Simpson, of Blackburn Rovers, and Fleming of Swindon, among others, as proof that there is no deterioration in the supply of great exponents of the Association game.

times in the course of eight seasons, but curiously enough it is now more than 25 years since they reached the concluding stage of the competition. Like Aston Villa, who also have won the Cup five times, Blackburn Rovers have only once been beaten in the Final Tie, and that defeat occurred so far back as 1889, the Rovers having much the bigger share of the game, but losing to Oldhamians by one goal to none. Final Ties, although they attract such huge crowds, do not, as a rule, produce great matches in these days, but Aston Villa and Everton on one occasion at the Palace played admirably, and there was, of course, enormous enthusiasm aroused by the achievement of Tottenham Hotspur in 1901 in winning the Cup back south after it had been held by Northern and Midland clubs for 13 years.

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JAPANESE COMPETITION.

British Shipping and Foreign Subsidies.

In view of the approaching expiration of the terms of the Japanese shipping subsidies, it is probable, says the London correspondent of the "Manchester Guardian," that it is again being made by the British India Steam Navigation Company and other British companies against the renewal of the subsidy to the Nippon Yusen Kaisha, whose vessels are permitted to engage in the coastal trade of India and Ceylon, while British ships are denied the opportunity of competing with them in the coastal trade of Japan. This protest is being backed up indirectly by the owners of subsidised Japanese lines. They maintain that, in view of the growing activity of the unsubsidised lines, all subsidies should be abolished, and that as there is already quite an adequate number of unsubsidised vessels in the short distance lines, the continuance of the subsidies would only impede the development of the lines that receive them. The owners of all the British shipping companies that participate in the Indian coastal trade are asking the Government to make further representations to the Japanese Government to admit British ships to the coastal trade of Japan, and failing this to impose on subsidised Japanese ships engaged in the coastal trade of India and Ceylon restrictions similar to those to which British ships are subject in regard to the coasts of Japan. They point out that the amount of the subsidy paid to the Nippon Yusen Kaisha represents upwards of 21 per cent. on the paid-up capital of the company. It follows, therefore, that even if the steamers work at considerable loss, the subsidy still enables the company to pay a dividend.

POKING THE FIRE

The Englishman's love of poking the fire was referred to by Mr. J. J. Allen, of Liverpool, in his presidential address at the second annual conference of the British Commercial Travellers' Association. Mr. Allen, who is a well-known authority on the subject, said that the Englishman's love of poking the fire was a result of the fact that the Englishman is a "poker" by nature. He said that the Englishman's love of poking the fire was a result of the fact that the Englishman is a "poker" by nature. He said that the Englishman's love of poking the fire was a result of the fact that the Englishman is a "poker" by nature.

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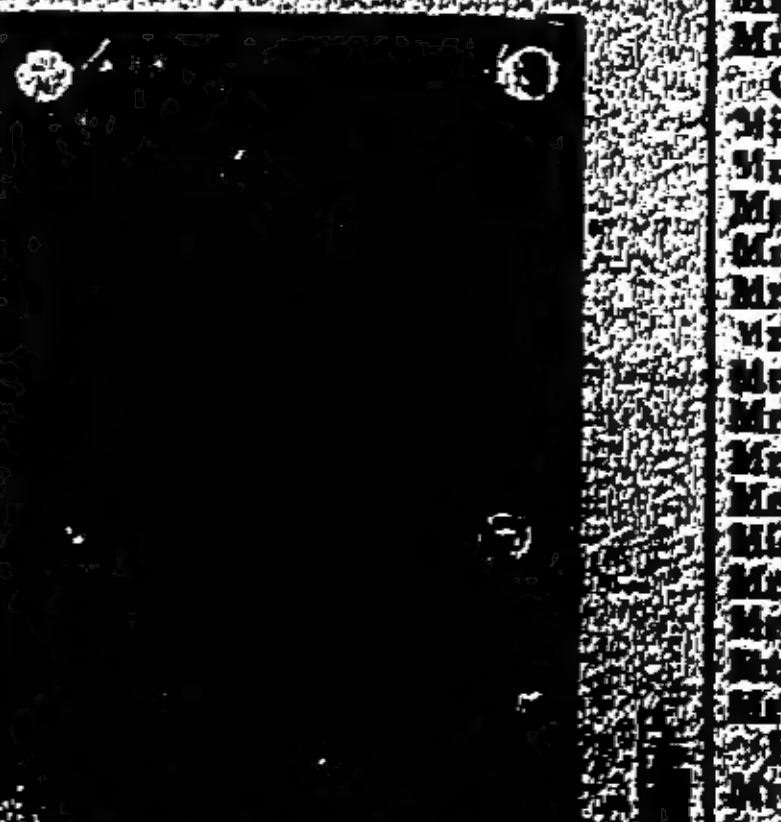
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Striking Facts in Progress of the Movement.

It is notorious that great constructive changes of public policy are brought about in this country, not by general considerations of reason or utility, but by an accumulation of minor practical pressures. These pressures are usually for redress of grievances rather than for positive benefits. The movement towards the nationalisation of our railways which is rapidly advancing, well illustrates this economy of change," says The Nation.

It is not the result of any theory as to the propriety of public ownership of the effective highways of the country, or by any abstract dislike of monopolies, still less by a clear conviction that the railways might be made a valuable source of public revenue. No; it is composed of the collection of a number of little rills of discontent. The traders' chronic grumbling at the size and the discrimination in railway rates has been roused to a higher pitch of resentment by the recent all-round rise, and the less effective discontent of passengers has been similarly sharpened by increased prices accompanied by reductions of facilities of travel.

FRICTION AMONG RAILWAY WORKERS.

Again, the great railway strike of two years ago left in the public mind a very real feeling of uneasiness which has been kept alive by more recent stirrings among railway workers. There is a widespread and probably well-founded belief that before long another general railway conflict may be waged round the issue of "recognition." At any rate, it is known that the recently improved Conditions Boards are not working satisfactorily.

The inquiry into the Aisgill accident, bore striking testimony, not merely to the difficult relations subsisting between employees and officials, but to the danger to the public which was exposed by the "economical" regulations of the companies. Each recurring accident, like this week's disaster at Liverpool, will, rightly or wrongly, feed these suspicions that our railways are not managed with sufficient regard to the public safety and convenience.

But it is hardly likely that an accumulation of such discontents would in itself suffice to bring the nationalisation of railways so near as we believe it to be. For the existing power of the combined companies would probably be unassailable, if it was fully and firmly applied to the defence of the existing system. The time has come when there have been indications of a disposition on the part of railway owners to come to terms with the State, or rather, with the public purse, for this matter is with them, of course, merely one of £ s. d. When we find such a champion of the companies as Mr. W. M. Acworth predicting the probability of nationalisation, we know what to think.

RAILWAY FINANCE.

Indeed, any far-seeing business man with a large holding of railway capital can hardly fail to perceive that he stands to gain by a favourable deal in the new future with the State. Owing partly to authorized advances of rates, partly to large economies from combination, railway finances have somewhat recovered from the evil plights of a few years ago, and, if trade keeps good, a further improvement in dividends may be expected. Now, at first sight, it might seem that the owners of an improving business would as such a time be reluctant to sell out. But other considerations show this view to be erroneous. If the railways are to be held their own in competition with tramways and other modes of road traffic, they will have to incur great expenses in electrification and other costly improvements.

Moreover, as an interesting aside in The Times points out, the labor problem which confronts them is virtually insoluble. Companies are bound to accept all goods and passengers to maintain an uninterrupted service; they cannot put up their charges without State sanction; and they have not the freedom to bargain with trade unions which is enjoyed by ordinary employers. The last issue is a crucial one. A company is not free to lock out its employees, as does a factory. For this reason, the companies are bound to regard trade unions as enemies, for the trade unions, by their very nature, are bound to be so. The companies are bound to accept all goods and passengers to maintain an uninterrupted service; they cannot put up their charges without State sanction; and they have not the freedom to bargain with trade unions which is enjoyed by ordinary employers. The last issue is a crucial one. A company is not free to lock out its employees, as does a factory. For this reason, the companies are bound to regard trade unions as enemies, for the trade unions, by their very nature, are bound to be so.

WORKERS AND UNEMPLOYMENT. The Times writes that the railway workers are fairly content. They state that they should have the same right to be represented by delegates as the shopworkers have to be represented by delegates. It is everywhere the claim of labor that the workers in a business are entitled to be represented in its management, and that the management should be responsible to the workers. The railway workers, however, are not to be represented as the workers of a business, but as the workers of a public utility.

THE S. OOK & SON. TOURIST, STEAMSHIP & FORWARDING AGENTS. BANKERS, etc.

Head Office for the Far East: 11, Des Voeux Road, HONGKONG. SHANGHAI: 44, Fung Yee Road. YOKOHAMA: 2, Wai Yee Road. MARINA: 10, Wai Yee Road.

TRUCKS: 10, Wai Yee Road. TRUCKS: 10, Wai Yee Road. TRUCKS: 10, Wai Yee Road.

We perceive, then, that a vigorous campaign of organized nationalisation is likely to meet a diminishing volume of resistance, provided the companies can get their price. What should their price be? It is quite clear what reply the companies will make. They will point to the basis for State purchase laid down explicitly in an Act of Parliament in 1844, which guarantees twenty-five years' purchase of the divisible profits estimated on the average of the three next preceding years.

"Now," divisible profits "will, as I write in the current Economic Journal, rarely be stretched so as to cover actually paid. Consider the advantageous position in which the companies will stand in making such a deal in a year or two's time. A chief argument for nationalisation in the past has been the great economies the State would effect by abolishing the waste of competition and by securing the economies of a single central management.

FAIR BASIS OF EXPROPRIATION.

While, therefore, we hold that nationalisation is coming, and will upon the whole, be a salutary change, we strongly urge that politicians and others who favour its early achievement should set themselves to frame a fair basis of expropriation," adds The Nation. "Discussion and settlement of terms of valuation of railway property should precede, and not merely accompany, proposals for the State purchase of railways. This was the course adopted in Switzerland, where the Federal Government has recently bought out the railways, and it is the course which is being adopted by the United States. It is the plan that should be adopted here. Otherwise we shall find ourselves rushed into a State purchase scheme upon terms so favourable to shareholders as to destroy the chance of our nation reaping any of those gains which Prussia has been able to secure."

THE CHINESE BANK FAILURE.

Mr. C. C. Dunman has been appointed receiver and manager of the affairs of the Kwong Yik Bank, which suspended payments recently, and is now having the accounts examined with a view to preparing a balance-sheet, which is expected to be ready for presentation to a meeting of shareholders on December 8. It appears that during the run on the bank for the week preceding the suspension the withdrawal of cash amounted to \$1,600,000. The directors are evidently confident of meeting their liabilities in full and being then in a position to reconstruct the business on a sounder basis. To facilitate the work of reconstruction the directors have appointed Mr. C. C. Dunman, the well-known millionaire of Kuala Lumpur, and we understand that he will go into the accounts of the bank and also attend the meeting of shareholders on December 8. Straits Times.

FAMOUS MATADOR'S LAST FIGHT.

The celebrated matador, Ricardo Torres, known to countless admirers as Bombita, has appeared in his farewell bullfight, the Madrid correspondent of The Telegraph says. Bombita is cutting his "cabeza" (placard) at an early age; he is only thirty-four. He began bullfighting in 1896, when he was sixteen years of age. He has been wounded fifty-two times, and on twenty-seven occasions the injuries were serious. Some of his wounds would have killed any ordinary man, but Bombita regarded broken ribs and punctured lungs as part of his day's work. Bombita has summed up an "enormous" lesson. He will probably become a farmer, but will continue to devote his holiday to travelling through Europe and listening to good music, of which he is very fond. His last bullfight was a most impressive affair. The King and Queen were present. Bombita was in splendid form, and killed his last bull in perfect style, causing tremendous enthusiasm. As he led the ring all the bullfighters in Madrid embraced him, and carried him on their shoulders to the Royal box, where their Majesties gave him a present and wished him success in his new life. Bombita wept with emotion.

"ONE ON THE FEAR."

After a reputation for trying spring Sunday lands in the parks was raised by the Cardiff City Council recently, Councilor Robinson, the Lord Mayor, said one of the reasons for the council's action was that the council was not to be taken in by the "one on the fear" of the council.

The Man Who Gets the Best.

The man who gets the best of the situation is the man who gets the best of the situation. The man who gets the best of the situation is the man who gets the best of the situation.

His Britannic Majesty's Ships on the China Station.

Name	Class	Tonnage	Comd.	Officer	Port of Call
Albatross	despatch vessel	280	2	Comdr. Archibald Cochran	Canton
Atlas	Admiralty tug	—	—	—	Hongkong
Bramble	river gunboat	718	1	IA-Comdr. B. S. Pritchard	Shanghai
Britannia	river gunboat	718	1	Lieut.-Comdr. W. H. Darvall	Shanghai
Cadmus	aloop	5070	4	Comdr. H. P. E. T. Williams	Shanghai
Chambr	water tank and tug	360	—	—	Hongkong
Clio	aloop	5070	4	Comdr. Colin Mackenzie, D.S.O.	Hongkong
Fame	torpedo boat destroyer	380	4	—	Hongkong
Hampshire	cruiser, 1st class	20,558	10	Capt. M. R. Hill	Oran
Kinsh	river gunboat	218	1	IA-Comdr. H. D. Murray	Yongtong
Medea	aloop	1540	—	—	Hongkong
Minotaur	cruiser, 1st class	14,608	—	Capt. E. C. C. Pasco	Hongkong
Monarch	river gunboat	180	1	Capt. E. B. Kiddie	Hongkong
Neptune	cruiser, 2nd class	6500	12	Capt. Frederick A. Forster	West River
Nightingale	river gunboat	28	1	Lieut.-Com. Malcolm Murray	Yongtong
Other	torpedo boat destroyer	380	4	IA-Comdr. R. Wilkinson	Hongkong
Ribbles	torpedo boat destroyer	380	—	IA-Comdr. E. J. G. Mackinnon	Hongkong
Rosario	depot ship, submarines	930	—	Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	28	1	IA-Comdr. R. H. H. H. H.	West River
Sandpiper	river gunboat	28	1	IA-Com. T. A. S. H. H.	West River
Snipe	river gunboat	28	1	IA-Comdr. Maurice R. Lamb	Yongtong
Taku	torpedo boat destroyer	380	4	Gunner W. H. Ryder	Hongkong
Tamar	receiving ship	6000	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Tesal	river gunboat	180	1	Lt.-Comdr. Hon. G. Stopford	Upper Yangtze
Thistle	river gunboat	718	1	IA-Com. H. B. N. Cottrell-Dorman	Hongkong
Triumph	hull ship	11,505	12	Capt. P. Stansfield, M.V.O.	Hongkong
Uak	torpedo boat destroyer	380	—	IA-Comdr. Maxwell	Hongkong
Vango	torpedo boat destroyer	380	4	Lieut.-Com. Bodden-Whitman	Hongkong
Wallard	torpedo boat destroyer	380	—	Comdr. Seymour	Hongkong
Whiting	torpedo boat destroyer	380	4	IA-Comdr. R. Neville	Hongkong
Widgeon	river gunboat	180	1	IA-Com. J. C. F. Borrett	Upper Yangtze
Woodcock	river gunboat	180	1	IA-Com. M. Blackwood	Yongtong
Woodlark	river gunboat	180	1	IA-Comdr. Lloyd	Yongtong
Yamouth	light cruiser	2200	—	Capt. T. E. Cochran	Shanghai
CL8	submarine	—	—	IA-Comdr. F. J. McGillevie	Hongkong
CL7	submarine	—	—	IA-Comdr. J. Gaines	Hongkong
CL3	submarine	—	—	IA-Comdr. R. K. O. Pope	Hongkong
CL8	torpedo boat	—	—	IA-Comdr. Handley	Hongkong
CL6	torpedo boat	—	—	IA-Comdr. Selman	West River
CL7	torpedo boat	—	—	IA-Comdr. Nicol	West River
CL8	torpedo boat	—	—	IA-Comdr. H. W. Seymour	Hongkong

* Flagship of Vice-Admiral T. H. M. Jernam, C.R., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tonnage.	Comd.	Officer.	Port of Call.
French Fleet.					
Dupleix †	French armoured cruiser	14,000	20	Capt. Derville	Hongkong
Kleber	French armoured cruiser	14,000	20	Capt. Gauth	Saipan
Decade	French gunboat	445	10	Lieut. Vaidier	Saipan
Argus	French river gunboat	180	5	Lieut. Dordet	Canton
Vigilante	French gunboat	133	7	Lieut. de Jerville	Canton
Peloo	French gunboat	133	—	Lieut. Collin	Tongat
Doudard de Lagree	French gunboat	133	—	Lieut. Dupuy D'Etampes	Tongat
* Flagship of Rear-Admiral Colloch de Kerilis, Commander-in-Chief, the French China Station.					
Lyon	French sub-marine	—	—	Lieut. Boix	Saipan
Procyon	French sub-marine	—	—	Lieut. Boix	Saipan
* Skys	French armoured gunboat	1700	10	Lieut. Guillaume-Louis	Saipan
Frederic	French destroyer	380	4	Lieut. Anclie	Saipan
Therville	French destroyer	380	—	Capt. de Frigate Rouleau	Saipan
Platolet	French destroyer	380	7	Comdr. de Marquand	Saipan
Monarque	French destroyer	380	4	Comdr. de Marquand	Saipan
Manche	French surveying ship	6000	10	Comdr. Volain	Saipan
* Flagship of Capt. (Commander) Bonjean, Commander-in-Chief, the French India China.					
Anden	German cruiser	2000	23	Capt. v. Reinhold	Saipan
Gustavus	German armoured cruiser	11,500	20	Capt. Reinhold	Saipan
Bliss	German gunboat	380	12	Capt. v. Grahm	Shanghai
Agave	German gunboat	380	12	Capt. Venzke	Tientsin
Leppig	German cruiser	2000	14	Capt. Reinhold	Saipan
Loche	German gunboat	380	10	Capt. Reinhold	Saipan
Nürnberg	German cruiser	2000	22	Capt. Reinhold	Saipan
Scharnhorst	German armoured cruiser	11,500	20	Capt. Reinhold	Saipan
S. 30	German torpedo-boat	300	4	Capt. Reinhold	Saipan
Duke	German torpedo-boat	300	4	Capt. Reinhold	Saipan
Elger	German gunboat	300	10	Capt. Reinhold	Saipan
Tungsten	German river gunboat	333	4	Capt. von Müller	Canton
Valerian	German river gunboat	333	4	Capt. v. S. Prinz	Shanghai
Colabria	Italian cruiser	1415	—	Comdr. Scanni Piccardi	Shanghai
Admiral	Portuguese cruiser	1700	—	Capt. Antão de S. Dias	Saipan
Museo	Portuguese gunboat	300	—	Capt. Martins	Saipan
Patriz	Portuguese gunboat	300	—	Capt. José de Carvalho Costa	Saipan

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

HOME RULE SPEECHES. MR. BONAR LAW AT DUBLIN.

LONDON, Nov. 30.
Mr. Bonar Law, speaking at a luncheon at Dublin, said Mr. Asquith's speech had evidently given satisfaction to the Premier's followers, and it had also given satisfaction to him (the speaker). (Cheers.) It seemed a complete acceptance of Mr. Redmond's orders for "full steam ahead." If so, the difficulties of the Unionists were gone. (Cheers.) It was impossible for Mr. Asquith to have had a mandate for Home Rule when at the time of the election none had any idea of its provisions. The American rebellion was over the application of an unjust principle, and today's injustice to Ulster was tenfold greater. He emphasised that at the time of the Spanish War in the 18th century, when the bonfires were lit, Walpole kept his head and said they were ringing bells to-day, but they would be ringing hands to-morrow. (Cheers.)
Sir Edward Carson followed. He affirmed that his reply to Mr. Asquith was that he would never be intimidated by the Government. (Cheers.)
Mr. Bonar Law, addressing an overflow meeting, said that if the Government proposed a further system of devolution by putting Irishmen, Englishmen, Scotchmen, and Welshmen on the same footing, the Unionists would gladly consider the proposal with an open mind.

Rowdiness In The Street.

A WOMEN SHOT.

A mob numbering thousands assembled outside the Theatre Royal, and there was much rowdiness. Eggs and stones were thrown, and revolvers were discharged. One woman was shot and had to be removed to hospital. A man who had attended the meeting was chased down Sackville Street and beaten by sticks as he attempted to board a tram. He was pulled off the car, cut and bleeding.

Mr. Bonar Law spoke again in the evening. He asked why, if the Government thought that they were entitled to drag on Ulster, they had they not stopped the organisation which was now proceeding, and which was daily growing stronger? Why had they not arrested Sir Edward Carson? It might be said that he (the speaker) was endangering Sir Edward Carson's liberty without a risk to his own, but he repeated that he was ready to give the Government the right to prosecute him also.

"A Piece of Nauseous Hypocrisy."

Mr. Lloyd George, speaking at Holford, replied to Mr. Bonar Law's recent utterance. He dwelt upon the section of the Tories who were using Ulster as a check to social reform, when they pretended that they were out to shed blood for religious freedom, and said it was a piece of nauseous hypocrisy. To those who were sincerely anxious to "sack peace and ensure it" in Ulster they extended to hand of goodwill and fellowship, but to those who were using the fears of Ulster to fight their own selfish battle they would say "If the fight begins, we guarantee it will not be on one side."
"Proud to be a Rebel."
Colonel Hickman, speaking at Dundee, said he would be proud to be a rebel. (Cheers.) Sir Edward Carson. He did not care twopence whether Col. Hickman did action against him. He interviewed twenty-six officers in London yesterday who wanted to serve Ulster.

THE ATTEMPTED FLIGHT TO CAIRO.

The Machine Destroyed.

EDINBURGH, Nov. 30.
The French spy, M. D'Amour, who left Italy for London on a flight to Cairo, and who was arrested at Belgrade, and successfully reached Belgrade, and then Constantinople, and finally London, was yesterday in the hands of the authorities. The machine was destroyed, but the attempt was not having a successful result.

THE BEST COUGH CURE.

CHICKEN CAKE, a remedy for coughs, colds, and asthma, is sold by all chemists.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

ALSATIAN GARRISON SCANDAL.

AN OFFICER'S INDISCRETION.

LONDON, Nov. 30.
The little Alsatian garrison town of Zabern was recently the scene of a fierce outbreak of anti-German feeling, due to the resentment of the inhabitants at a remark by a German Lieutenant when addressing his men, referring to them as "Alsatian vagabonds." Although the Lieutenant was punished, the hostility of the civilians and the military was unallayed, and this culminated last night in a sharp collision between the troops and the populace, after the arrest of a civilian who insulted the officers. The troops turned out with fixed bayonets and threatened to fire. The crowd fled, but were pursued by the troops. There were forty arrests. The officers only appear in the streets escorted by a guard with fixed bayonets.
Another telegram states that the Zabern affair is assuming the dimensions of a scandal of the first magnitude. Nothing else is being discussed in the lobbies of the Reichstag, and the Alsatian Deputies have given notice of a question to the Chancellor.
The Communal Council of Zabern has telegraphed to the Chancellor, the Minister of War and the President of the Reichstag demanding protection of the citizens from the violence of the troops. Replies have been sent assuring the Council that the affair will be investigated.

The Arrested Released.

LATER.
Two judges were among those arrested at Zabern for refusing to recognise the orders of the soldiers to "move on."
All the arrested were subsequently released.

INTERNATIONAL SQUADRONS IN THE PIRAEUS.

LONDON, Nov. 30.
The British and French Squadrons have arrived at Athens. Great crowds of people watched the ships as they entered the Harbour.

The Greek newspapers, welcoming the visitors, say that the nation will never forget what it owes to the Western Powers, from Navarino to the present day.

EARL SANDHURST OPERATED UPON.

LONDON, Nov. 30.
Earl Sandhurst has been operated upon for appendicitis.
The bulletin to-day was favourable.

TSAR AND THE MONGOLIAN MISSION.

LONDON, Nov. 30.
A telegram from Livadia states that the Tsar has granted an audience to the Mongolian Mission.

AUSTRIA AND BULGARIA.

LONDON, Nov. 29.
A telegram from Vienna states that King Ferdinand of Bulgaria is returning to Sofia after a cordial interview with the Emperor Francis Joseph, who reassured him concerning the ill-feeling produced in Austria by the recent publication of the Serbo-Bulgarian secret Treaty of 1912, whereby the two States undertook to support each other mutually against Roumania and Austria.

ANOTHER NEW ZEALAND STRIKE.

Repentant Firemen.

LONDON, Nov. 29.
A telegram from Wellington states that twenty-eight firemen belonging to the steamer *Corinthian* have been arrested for refusing to work because the ship was loaded by non-Unionists.
The arrested firemen were each sentenced to a month's imprisonment, but on expressing their repentance, they were allowed to return to their regular work.

ON NECESSARY WORDS.

WHY should we be so particular about words? It is a question that has been asked by many people.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BRITISH ARMY SCANDAL.

Five Quartermasters to be Court-Martialled.

LONDON, Nov. 30.
The War Office announces that five Quartermasters will be court-martialled as the result of an investigation into alleged bribery and corruption in connection with the Army canteens.
The Quartermasters implicated are Honorary Major Walker of the Guards Depot, Honorary Captain Fowler of the Irish Guards, and Honorary Lieutenants Burton of the 4th Hussars, Potter of the Argyll and Sutherland Highlanders, and Armstrong of the Norfolk Regiment.

THE INDIAN SPECIE BANK.

The Bank Closed.

LONDON, Nov. 30.
Mr. Chundilal, Managing Director of the Indian Specie Bank, has died from heart failure.
At the Coroner's inquest a verdict of death from heart failure was returned.
The provisional liquidator of the Bank has been appointed liquidator. The directors closed the Bank at noon.
There is great excitement in financial circles. Specie Bank shares had been falling during the last few days.

NEXT YEAR'S EMPIRE TROPHY.

LONDON, Nov. 30.
The National Rifle Association is sending a team to Australia to compete in the Empire Trophy for 1914.

JACK JOHNSON KNOCKS OPPONENT OUT.

LONDON, Nov. 20.
Jack Johnson, ex-champion heavy-weight boxer of the world, met the Liberian Spout at a wrestling match, in the catcatch-catch-can style, at the Nouveau Cirque. Spout fouled persistently, and attacked the referee when the latter intervened. Johnson warned him that he would knock him out if he continued his tactics. The warning was without effect, and Johnson finally felled his opponent with a blow on the solar plexus. The audience was delighted. Spout was carried out of the ring.

(Wah Tse Yat Po's Service.)

CHINESE NEWS.

THE REBELS' HOARD.

Shenai Protest Against Oil Concessions.

PEKING, Dec. 1.
It is reported that it has come to the notice of the Government that the rebel party has a deposit of \$2,500,000 in a certain Foreign bank, but the authorities cannot find any means by which they can confiscate it.
The Naval Department has decided to establish naval schools at Tientsin and Shanghai and high grade schools at Canton and Foochow. At Tientsin a naval college will also be founded.
It is reported that a telegram from Dr. Sun Yat Sen has reached the President, who put it aside scornfully after reading it.

On account of the insistence of the French and Russian Governments to reserve to themselves strict control of the disposal of the money some delay is being caused in the conclusion of the second loan.
The Japanese request for concessions over the Shensi oil fields has raised a storm of protest from the inhabitants of the province, and it is doubtful whether the Japanese negotiations will be successful.
With regard to the Anglo-Chinese negotiations in reference to Tibetan affairs, there has been a suggestion for a settlement of the dispute, which are displayed in the press, and the British representative is endeavouring to bring about a settlement and it is believed that the treaty in the "Rock" form will be signed, the Indo-Chinese Mongolian Treaty.

THE CHINESE CODE.

WATCHMEN in the Chinese code are not allowed to carry arms, but they are allowed to carry a staff.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

UNITED STATES NAVAL PROGRAMME.

London, Dec. 1.

Reuter's Washington correspondent telegraphs that Mr. Daniels, the Naval Secretary, recommends that the American Naval Programme for 1914 comprise two Dreadnoughts, eight destroyers and two submarines.

THE MEXICAN CRISIS.

British Naval Co-operation With the United States.

LONDON, Nov. 30.
Rear-Admiral Cradock (of the British Navy), though a senior officer, has notified the American Rear-Admiral Fletcher that he wishes to subordinate himself in co-operating with the American forces in Mexican waters.
This evidence of friendliness has been received with gratification in Washington.
H.M.S. "Berwick" has arrived at Puerto de Mexico, and H.M.S. "Suffolk" at Tampico, an important oil centre.

A MAMMOTH DRY DOCK FOR CANADA.

LONDON, Nov. 29.
The Canadian Government has taken the first steps towards the construction of a big dry dock, 1,130 feet long, at Esquimaux.

TYPHOON WARNING.

The following Telegram was received at the American Consulate General yesterday—
Manila, 1.50 p.m., November 30.
Cyclone or Typhoon, near or over the Northern Ladrones or Mariana Islands, moving N.N.W. or N.

BROKE INTO A POLICE STATION.

A "Daring" Thief.

There is no limit to the daring of the Chinese thief. A police station, one would have thought, was immune from the operations of these pests to the colony, but this is apparently not so, for the Central Police Station was broken into during the week-end.
By breaking a window in the back of the premises the thief, who is apparently well acquainted with the building, entered the sheriff's office and prised open the drawer of his desk, but the reward of his labour was only \$8.03 and a pie, the bulk of the money taken on Saturday having been placed in a safe in the charge room, which is never left unattended.

A COMPLAINT WARNED.

Trouble with a Ricksha Coolie.

Otto Bostion, who appeared as complainant against a Chinese who assaulted him during a dispute with a ricksha coolie, was told by Mr. Wood at the Magistrate's this morning that he was very much to blame for what had happened and he should be thankful that the ricksha coolie was not there to prosecute him.
The man who interfered on the coolie's behalf was fined \$10, as a technical assault had been committed, and Mr. Wood warned complainant that he would have to have himself in future.

EXPLOREUR'S TRIALS.

Agreement in the Wilds of South America.

Mr. Savage Lander's Story.

A stirring story of adventure in the wilds of South America, of privations and hardships, and of the discovery of a new world, is told by Mr. A. Henry Savage Lander, the well-known explorer, who recently returned to London. Mr. Lander's journey of nearly fourteen thousand miles through the most remote and unknown regions of the South American Continent, occupied eighteen months, and the results of his explorations and investigations are to be published in two bulky volumes with two maps (London: Constable).

Lane, Crawford & Co.

(TEL: 97.)

DRESS WEAR LADIES' EVENING GLOVES \$3.50 PER PAIR

MEN'S WHITE GLOVES \$1.50 PER PAIR

DRESS SHIRTS \$3.50 EACH

COLLARS IN 4 SIZES \$4.50 PER DOZEN

SILK SOCKS \$1.00 PER PAIR

PATENT PUMPS FROM 6.50 PER PAIR

NEW STYLES IN WAISCOATS FROM 5.00 EACH

LANE, CRAWFORD & CO.

up the Amazon again so far as the foot of the Andes, crossed over the Andes, and came out at Lima, in Peru, the entire journey from Rio de Janeiro to Lima being some 12,760 miles.

"The object of my expedition was scientific," said Mr. Lander to a press representative. "I was unable to get suitable followers, and at the last moment had to start off with only six men, the number I needed being at least thirty. The men I had were not of the highest type—in fact, four of them were criminals."

SOMETHING OF A TALE.

All the work eventually fell upon me, and I found myself filling the shoes of surveyor, hydrographer, cartographer, geologist, meteorologist, and anthropologist, besides doctor, veterinary surgeon, painter, photographer, boat builder, guide, navigator, etc. We had immensurable adventures, and I consider myself fortunate that I was able to save first of all my own life, then the 800 excellent photographs I took, and also all my notebooks, maps, and the vocabularies I made of the many Indian languages found in the regions traversed. I also brought out all my men alive—if not very alive. The expedition has proved that far from South America being an impenetrable continent, as was believed, it is possible for any experienced traveller to cross the widest parts of Brazil in any direction if it was possible to obtain suitable followers. It has proved that the millions of savage Indians who are supposed to be swarming all over the interior of Brazil practically do not exist at all, so that the terror which has so far prevented people penetrating into the interior of that magnificent country has really no foundation in fact, and perhaps some day my journey will have the good result of setting that imaginary fear region properly settled and developed. Now it is almost unshakable.

more of our

This country is very rich in gold, diamonds, and rubber, and I have given my book full information where all these riches are to be found. I have made a complete survey of the new country between the Amazon River and the Atlantic coast, thousands of miles of coast, which has so far been a blank space on all the existing maps. Every inch of that vast unknown territory has been thoroughly and carefully surveyed, and the results of my explorations are to be published in two bulky volumes with two maps (London: Constable).

HONGKONG—NEW YORK.

REGULAR SAILINGS VIA FORT AND HORN CANAL (With liberty to call at the Mable Coast).

FOR BOSTON AND NEW YORK.

S.S. MUNCASTER CASTLE, leaves on or about 6th December.

For Freight & further particulars, apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CAIRO, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO. LTD.

Proposed Sailings from Hongkong

Steamer from Hongkong.	On or about	Connecting at Calcutta with	leaving about
TORILLA	Dec. 2	"UNIKUM"	22nd Dec
KUMSANG	Dec. 8	A Natal Line steamer	
KILWANG	Dec. 8		

For Freight and further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KUMI

(SOUTH SEA MAIL & S. CO.)

Regular Service of Steamers between Japan, Hongkong, Shanghai, Batavia, Samarang and Genoa.

S.S. BANRI-MARU, For Mail & Cargo, 12th December.

S.S. RIONUN MARU, For Spices, Batavia, Samarang, Sourabaya & O'bin, 14 Dec.

S.S. HOKUTO MARU, For Mail & Cargo, 16th January.

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

UNDERWOOD TYPEWRITERS

THE BEST AND MOST DURABLE IN THE MARKET

BECAUSE IT LASTS THE LONGEST

Inspection Invited.

DODWELL & Co., Ltd.

MACHINE DEPARTMENT

OREGON PINE LUMBER

LARGE STOCK OF ALL SIZES ON HAND

UNION WATERBOAT CO., LTD.

CONTRACTORS TO H.R. MAJESTY'S NAVY.

DODWELL & CO., LTD.

Agents

THE STANDARD LIFE ASSURANCE CO.

(Incorporated in 1855)

This old-established and world-renowned Company issues policies under all the best and modern methods of Life Assurance to meet varying circumstances. For prospectus and full particulars apply to DODWELL & CO., LTD., Agents.

The "White Man's Wine"

The world-over is Whisky

And the Very Best is

"King George IV"

Scotch Whisky

"The Top Notch of Scotch"

It is a beverage, soft and delicate, and highly approved by the Medical Profession. It neither affects the head nor the liver.

The Distillers

Co., Ltd.

EDINBURGH

Agents

DODWELL & CO., LTD.

Agents

DODWELL & CO., LTD.

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DODWELL & CO., LTD.

Agents

SHIPPING

PANINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

PORTS	STAMEN	To Sail	Remarks
SHANGHAI, HONG KONG, BORNEO & YOKOHAMA	DELTA	14th Dec.	Freight and Passengers
SHANGHAI	DELTA	14th Dec.	Freight and Passengers
LONDON, via Suez, Port Said, Suez, Port Said, Suez	ASSAYE	14th Dec.	Freight and Passengers
LONDON & ANTWERP	BONDA	10th Dec.	Freight and Passengers

All the above steamers are fitted with Wireless Telegraphy.

P. & O. S.N. Co.'s Office

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

THE CANADIAN PACIFIC RAILWAY. PROPOSED SAILINGS FROM HONGKONG AND ST. JOHN N.B. SUBJECT TO ALTERATION.

OR VANCOUVER	FOR LIVERPOOL
EMPEROR OF ASIA	EMPEROR OF BRITAIN
EMPEROR OF JAPAN	EMPEROR OF RUSSIA

Steamships leave HONGKONG at 12.00 Noon.

The EMPEROR OF RUSSIA and EMPEROR OF ASIA are new quadruple screw 21 knot turbine steamers of 16,800 tons gross—30,625 tons displacement—fine finish, fastest and most luxurious on the Pacific.

All steamers of the Company are fitted with wireless apparatus.

Each Trans-Pacific steamer is equipped with a Mail Express Train and at St. John N.B. with Atlantic Mail Steamer as shown above. The Empress of Britain and Empress of India are magnificent vessels of 16,800 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

PASSAGE RATES, HONGKONG TO LONDON

EMPEROR OF RUSSIA	Optional Atlantic Port \$71.10
EMPEROR OF ASIA	—
EMPEROR OF INDIA	—
EMPEROR OF JAPAN	—
MONTEAGLE	Intermediate service—First Class only, second cabin Atlantic, via Canadian Atlantic Port—\$44.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Japanese Mail S.S. Co.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, etc.

Through Passengers are allowed to stop at any port of call on the route.

For further information, apply to the General Traffic Agent, or to the Local Agent, at the various ports of call.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STAMEN	To Sail	Remarks
MASSILLON, LONDON	14th Dec.	Freight and Passengers
MASSILLON, LONDON	14th Dec.	Freight and Passengers
MASSILLON, LONDON	14th Dec.	Freight and Passengers

STAMEN	To Sail	Remarks
MASSILLON, LONDON	14th Dec.	Freight and Passengers
MASSILLON, LONDON	14th Dec.	Freight and Passengers
MASSILLON, LONDON	14th Dec.	Freight and Passengers

STAMEN	To Sail	Remarks
MASSILLON, LONDON	14th Dec.	Freight and Passengers
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MASSILLON, LONDON	14th Dec.	Freight and Passengers

STAMEN	To Sail	Remarks
MASSILLON, LONDON	14th Dec.	Freight and Passengers
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STAMEN	To Sail	Remarks
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STAMEN	To Sail	Remarks
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STAMEN	To Sail	Remarks
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STAMEN	To Sail	Remarks
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MASSILLON, LONDON	14th Dec.	Freight and Passengers

STAMEN	To Sail	Remarks
MASSILLON, LONDON	14th Dec.	Freight and Passengers
MASSILLON, LONDON	14th Dec.	Freight and Passengers
MASSILLON, LONDON	14th Dec.	Freight and Passengers

SHIPPING

THE PACIFIC MAIL S.S. CO.

STAMEN	To Sail	Remarks
MASSILLON, LONDON	14th Dec.	Freight and Passengers
MASSILLON, LONDON	14th Dec.	Freight and Passengers
MASSILLON, LONDON	14th Dec.	Freight and Passengers

JOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA JAPAN and HONOLULU.

STAMEN	To Sail	Remarks
MASSILLON, LONDON	14th Dec.	Freight and Passengers
MASSILLON, LONDON	14th Dec.	Freight and Passengers
MASSILLON, LONDON	14th Dec.	Freight and Passengers

STAMEN	To Sail	Remarks
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STAMEN	To Sail	Remarks
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MASSILLON, LONDON	14th Dec.	Freight and Passengers

SHIPPING

CHINA NAVIGATION CO. LD.

STAMEN	To Sail	Remarks
MASSILLON, LONDON	14th Dec.	Freight and Passengers
MASSILLON, LONDON	14th Dec.	Freight and Passengers
MASSILLON, LONDON	14th Dec.	Freight and Passengers

INDO-CHINA STEAM NAVIGATION CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STAMEN	To Sail	Remarks
MASSILLON, LONDON	14th Dec.	Freight and Passengers
MASSILLON, LONDON	14th Dec.	Freight and Passengers
MASSILLON, LONDON	14th Dec.	Freight and Passengers

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MASSILLON, LONDON	14th Dec.	Freight and Passengers

VICTORIA, VANCOUVER, SEATTLE TACOMA & PORTLAND	HERNIMETHSHEIM	24th Dec
VICTORIA, VANCOUVER, SEATTLE TACOMA & PORTLAND	GLEBOV	10th Jan
VICTORIA, VANCOUVER, SEATTLE TACOMA & PORTLAND	DAVIDSON	25th Jan

